

B. F. TAYLOR,
Steward.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1802. 日七廿月二年七十二緒光

MONDAY, APRIL 15, 1901.

一拜禮 號五十月四英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE
YOKOHAMA-SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,130,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balances.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hong Kong, 21st November, 1900. [11]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £245,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months at 4 per cent.

" " " 6 " " 3 " "

" " " 3 " " 2 " "

" " " 1 " " 1 " "

T. P. COCHRANE,
Manager.

Hong Kong, 16th October, 1900. [15]

THE NATIONAL BANK OF CHINA,

LIMITED.

Authorized Capital £1,000,000

Paid up Capital £344,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. C. Ewens, Esq.

Chow Tung Shing, Esq. J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hong Kong, 20th December, 1899. [18]

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—

Sterling Reserve \$13,000,000

Silver Reserve \$3,000,000

RESERVE LIABILITY OF DIRECTORS \$10,000,000

COURT OF DIRECTORS—

R. SHEWAN, Esq., Chairman.

The Hon. J. J. KESWICK, Deputy Chairman.

A. Haupp, Esq.

D. M. Mosses, Esq. A. Siebs, Esq.

A. J. Raymond, Esq. H. W. Slade, Esq.

R. L. Richardson, Esq. H. E. Tomkins, Esq.

P. Sachse, Esq. P. H. Witkowski, Esq.

CHIEF MANAGER:

Hong Kong—SIR THOMAS JACKSON.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 1/2 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hong Kong, 9th April, 1901. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hong Kong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Tails.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.

CHEFOO. PENANG.

CHUNKING. SINGAPORE.

HANKOW. TIENTSIN.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per Annum Fixed Deposits for 3 months.

4 " " " 6 " " 6 " "

5 " " " 12 " " 12 " "

E. W. RUTTER,
Manager.

Hong Kong, 1st January, 1901. [14]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.00 per Cask of 37 1/2 lbs. Net ex Factory.

\$8.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hong Kong, 12th December, 1900. [10]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(:o:)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

MARSEILLES } Candia A. W. Symes, R.N.R. to A.M., 18th April. Freight only.

and LONDON } S'hai & Japan W. Hayward, R.N.R. About 20th April ... Freight or Passage.

SHANGHAI Ballarat About 27th April ... Freight or Passage.

LONDON Canton C. F. Lockstone, R.N.R. About 18th May ... Freight or Passage.

PASSENGER SEASON, 1901.

S.S. "SOBRAON" 7382 tons. April - 27th { MARSEILLES and LONDON
(Direct).
WITHOUT TRANSHIPMENT.

(See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hong Kong, 15th April, 1901. [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

KONIG ALBERT WEDNESDAY, 17th April.

PRINZESS IRENE WEDNESDAY, 1st May.

PRINZ HEINRICH WEDNESDAY, 15th May.

PREUSSEN WEDNESDAY, 29th May.

HAMBURG, Hamburg-Amerika Linie THURSDAY, 13th June.

SACHSEN THURSDAY, 27th June.

KIAUTSCHOU, Hamburg-Amerika Linie THURSDAY, 11th July.

BAVERN THURSDAY, 25th July.

STUTTGART THURSDAY, 8th August.

KONIG ALBERT THURSDAY, 22nd August.

PRINZESS IRENE THURSDAY, 5th September.

PRINZ HEINRICH THURSDAY, 19th September.

PREUSSEN WEDNESDAY, 2nd October.

HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 16th October.

SACHSEN WEDNESDAY, 30th October.

KIAUTSCHOU, Hamburg-Amerika Linie WEDNESDAY, 13th November.

BAVERN WEDNESDAY, 27th November.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 17th day of April, 1901, at NOON, the Steamship "KONIG

ALBERT" of the NORDDEUTSCHER LLOYD, Captain O. Cüppers, with MAILS,

PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and

GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hong Kong, 3rd April, 1901. [22]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hong Kong, 2nd July, 1900. [16]

F. O. S.

A VERY OLD MELLOW WHISKY

\$15 PER DOZEN.

CLUB

THE BEST SODA WHISKY ON THE

MARKET \$12 PER DOZEN.

H. PRICE & Co.,

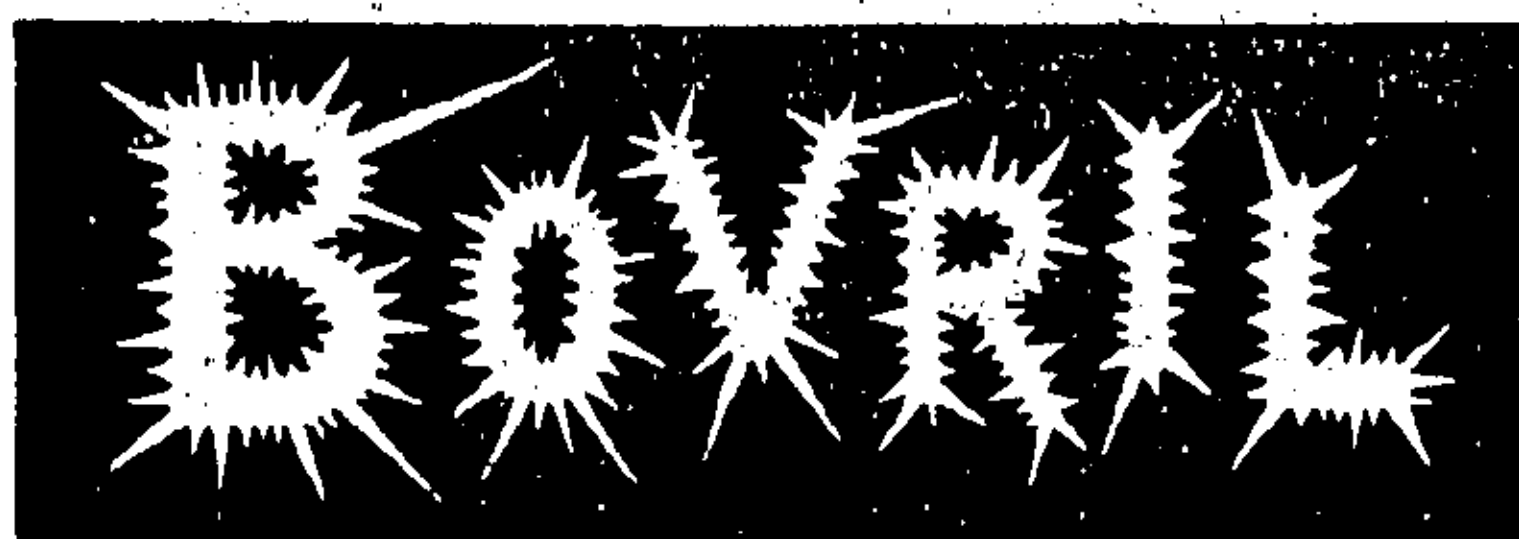
12, QUEEN'S ROAD.

Hong Kong, 9th April, 1901. [20]

Intimations.

BOVril PROMOTES HEALTH,
STRENGTH AND ENERGY.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[17]

FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN. ORANGE GIN.

'PEDLAR' BRAND.

GIN.

ERVEN LUCAS HOL'S VERY OLD GENEVA GIN.

(Great Speciality).

Acknowledged to be the finest GENEVA GIN produced.

In cases of 1 doz. Stone Cruchons.

NOLET'S GENEVA.

Equal to any square bottle GENEVA on sale in the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

Hong Kong, 15th April, 1901. [15]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION

of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

12th October, 1898. [21]

THE GREAT EASTERN AND CALE-

DONIAN GOLD MINING CO.,

LIMITED.

NOTICE is hereby given that an EXTRA-

ORDINARY GENERAL MEETING

of the above Company will be held at the

OFFICES of the General Agents, No. 14, Des

Vicux Road, Hong Kong, on THURSDAY, the

18th day of April, at NOON, when the SUB-

JOINED RESOLUTION, which was passed

at the Extraordinary General Meeting of the

Company held the 3rd day of April, 1901, will

be submitted for confirmation as a SPECIAL

RESOLUTION:—

"That the Company be wound up

"Voluntarily and that Max Bennecke, the

"Business Manager of the Company in

"New South Wales, be and he is hereby

"appointed Liquidator for the purposes of

"such winding up."

By Order of the Board of Directors,

LUTGENS, EINSMANN & CO.,

General Agents.

Hong Kong, 8th April, 1901. [402c]

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED

NOTES have been STOLEN FROM

the Premises of the BANQUE DE L'INDO-CHINE

and which said Notes are expressed on the face

thereof to be PAYABLE at the BRANCH

OFFICE of the said BANQUE in SAIGON, the

Yours truly,
EDWARD OSBORN,
A. M. MARSHALL,
F. MAITLAND,
FUNG WA CHUN,
WILLIAM HARTIGAN.

J. J. Francis, Esq., Q.C., Chairman, Food Commission.

THE CHAIRMAN TO THE COLONIAL SECRETARY.

Hongkong, 20th December, 1900.
Sir,—I have, within the last hour, received from Messrs. Osborne, Marshall, Maitland, Fung Wah Chun and Hartigan, Members of the Food Supply Commission, of which I have the honour to be Chairman, a copy of a report signed by them and sent to you with a covering letter dated the 18th instant, of which they also sent me a copy. I received from them at the same time a joint letter addressed to myself, of which it appears they have also sent you a copy.

I have no objection to make to the report they have sent to you on the subject-matter of the inquiry. It embodies in brief the conclusions at which we unanimously arrived. I should have had very much pleasure in signing it if they had asked me to do so.

I only wish to correct one trifling mistake in the last paragraph which runs as follows:—“(12) We desire to state, in conclusion, that the delay in the publication of the Food Commission Report has been due to the Chairman of the Commission being unable to afford time for the prosecution of the enquiry and the preparation of the Report.”

There was no delay in the prosecution of the inquiry. The members were unable to sit for more than two days in the week for a couple of hours each day and the taking of evidence was proceeded with with all due diligence and was completed in July last. The delay has been in the preparation of the report, and I regret to say that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the impatience of my colleagues. I am unable myself to see that there was any very great urgency. I was preparing a very full and detailed report, two-thirds of which had been completed and approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would, as I was so full of work, finish it for me, he being fully acquainted with my views and concurring in them.

Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared which has been sent you.

I probably ought not to have accepted the appointment as a Member or Chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have put the Government to any inconvenience by so doing I apologise to the Government and to the public.

I have the honour to be, Sir, Your most obedient servant,

J. J. FRANCIS,
The Honourable The Colonial Secretary, &c., &c.

THE COLONIAL SECRETARY TO THE CHAIRMAN.

Hongkong, 27th December, 1900.

Sir,—In reply to your letter of the 20th inst., I am directed by His Excellency the Governor to send you the enclosed report of the Members of the Food Commission and to request that, in accordance with the terms of the Commission issued to you, all the evidence taken before the Commission may be forwarded to me by you as its Chairman.

I have the honour to be, Sir, Your most obedient servant,

J. H. STEWART LOCKHART,
Colonial Secretary.

J. J. Francis, Esq., Q.C.

THE CHAIRMAN TO THE COLONIAL SECRETARY.

Hongkong, 27th January, 1901.

Sir,—I have the honour to acknowledge receipt of your letter No. 2319 of the 27th December last, forwarding me a copy report of Members of the Food Commission and requesting me to forward all the evidence taken by the Commission.

I have to hand you herewith all the papers and correspondence connected with the proceedings of the Food Supply Commission.

1. The Commission.
2. Correspondence.
3. Notes of Evidence.
4. Minutes of Meetings.
5. Draft Report as prepared by me, but not completed.

I have also to hand you Mr. Jabez Potts' memo. of fees due him for his services as shorthand writer to the Commission. Will you be so good as to let him have a cheque for the amount \$20.00.

I have the honour to be, Sir, Your most obedient humble servant,

J. J. FRANCIS,
The Honourable The Colonial Secretary, &c., &c.

THE COLONIAL SECRETARY TO THE CHAIRMAN.

Hongkong, 9th January, 1901.

Sir,—With reference to your letter of the 2nd instant, forwarding papers and correspondence connected with the proceedings of the Food Supply Commission, I am directed to inform you that what His Excellency requires is a verbatim record of question and answer given in evidence, in accordance with the mandate of the Commission, without which the Report would be useless.

2. This was directed in the Commission and is what His Excellency asked for. I am to return the draft Report, which is incomplete, as several blanks are left for figures. I presume these figures are given in the evidence upon which the report is assumed to be made.

I have the honour to be, Sir, Your most obedient servant,

J. H. STEWART LOCKHART,
Colonial Secretary.

J. J. Francis, Esq., Q.C.

THE CHAIRMAN TO THE COLONIAL SECRETARY.

Hongkong, 17th January, 1901.

Sir,—I have the honour to state, for the information of His Excellency the Governor, in reply to your letter No. 50 of the 9th January, that it is impossible for me to supply a verbatim record of question and answer given in evidence before the Food Supply Commission as that method of taking evidence was not adopted by the Commission.

The evidence taken was recorded in the usual fashion in which it is taken by all Judges and Magistrates, and in legal proceedings generally, and no special instructions were given me, or are contained in the Commission requiring the evidence to be taken down by question and answer.

All the evidence taken has been forwarded to you.

I have the honour to be, Sir, Your most obedient servant,

J. J. FRANCIS,
The Honourable The Colonial Secretary.

Hongkong, 17th January, 1901.

To the Honourable The Colonial Secretary.

Hongkong, 17th January, 1901.

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Hongkong, 17th January, 1901.

FIRES IN HONGKONG.

The Report of the Superintendent of the Fire Brigade for 1900 is published in the *Gazette*, from which we call the following:—

There were fifty-one fires and seventy-four incipient fires during the year, the Brigade turning out sixty-one times.

On 1st January, 1900, the Nam Pak Hong Fire Brigade was re-organized and placed under the immediate supervision of the officers of the Government Fire Brigade. They now maintain, at their own cost, six trained firemen and two of the Government fire reside in the Fire House to be ready to turn out immediately on an alarm being given.

A prosecution for arson is proceeding in the case of the fire at No. 235 Queen's Road West on 20th December last, which resulted in the destruction of two buildings and the partial destruction of another, the damage being estimated at \$30,000.

The Brigade possesses five steam fire-engines by Shand and Mason, which have seen three, fourteen, nineteen, twenty-one and twenty-three years service respectively and as the engines are all in good serviceable condition it speaks well for the makers.

The following list shows the number of fires for the last ten years with the estimated amount of damage done:—

Year.	No. of Fires.	Damage.
1890	16	\$203,600.00
1891	8	32,100.00
1892	16	75,550.00
1893	30	208,210.00
1894	29	325,650.00
1895	35	197,980.00
1896	30	105,595.00
1897	26	177,150.00
1898	16	35,001.74
1899	31	82,814.00
1900	51	139,597.73

The estimated damage done by the seventy-four incipient fires during 1900 amounted to \$729.10.

AT THE MAGISTRACY.

A LICENCE COSTS LESS.
On Saturday, Mr. and Mrs. Marr, restaurant keepers, 17 Queen's Road, appeared before Mr. Kemp for keeping a restaurant without a licence. Mr. Kemp defended. The arrests were made by a party of police under Sergeant Garrod and Inspector Collett. The defendants were fined \$50 each.

A \$3 FINE.
An overseer of the Public Works Department was fined \$3 and bound over in a personal security of \$25 to keep the peace for three months, for hitting a Chinaman.

OPHIUM CASES.

U Tsung was fined \$14 for having in his possession seven mace of prepared opium without a valid certificate.

Lam Hing Po had in his possession one tael and five mace of prepared opium and was given one month's hard labour by Mr. Hazeland.

Cheung Fuk was fined \$3 for being the possessor of two and a half mace of prepared opium without a valid certificate, and appeared later on the charge of having three taels, and a half of raw opium, for which he was given one month's hard labour.

A seaman, Chan Sing, had four mace of prepared opium in his possession and Mr. Hazeland gave him fourteen days.

Yung Tong was given one month for possessing ten taels of opium dress without a certificate.

TOO PUGNACIOUS!
Reginald Swathier, a steward on board the S.S. *Coromandel*, got eighteen days, for assaulting a Chinese harbor and damaging property at Kowloon and also for striking the Chinese policeman who arrested him.

THE EVERLASTING DRUNKS!
INCAPABLE.
William James Hobbs, engineer on the S.S. *Chelidra*, was fined \$2 for being drunk and incapable on Bank Wharf.

Edward Revier of U. S. S. *Isla de Luzon* was fined \$2 for being drunk and incapable, and Jerry Lyons of the U. S. S. *Yorktown* was fined \$2 for the same offence.

A Ceylon cook, Joseph Michaels, was drunk and incapable in Queen's Road Central and was given eight days.

DISORDERLY.
An American seaman, George Tren, for behaving in a disorderly manner in West Street, was sentenced by Mr. Hazeland to fourteen days, and James Lavin, a marine on the U. S. S. *Newark* was charged with the same offence at the Kowloon Ferry Wharf and was fined \$3.

MORE OBLIGING CHINAMEN!
Lo Chung and Wong Chung, two boatmen, were charged with having in their possession six baskets of coal value \$3. When questioned they said they were carrying it for somebody else, whom they could not identify, and were taking it to a launch. Mr. Hazeland fined them \$10 each.

THEFT.
Only looking at the time.
Wong Sun, when arrested for stealing a watch at Quarry Bay, said he was only looking at the time. The privilege cost him fourteen days.

IGNORANCE IS BLISS.
Chan Loi was given three weeks for stealing fourteen pounds of sugar from the China Sugar Refinery. He was carrying it covered over with rice in a basket.

The prisoner said he was given the basket and thought it contained rice.

A QUEER GARMENT!
Leung King Lun appeared before Mr. Hazeland for stealing three pieces of canvas and two pieces of twine, the property of the Hongkong and Whampoa Dock Co. He was seen going out of the gate with the stolen property round his waist. He was sentenced to 14 days' hard labour.

ANOTHER GAMBLING RAID!
Inspector Hanson made a successful raid on a gaming house at No. 168 Hollywood Road, Cha. Shui and Tan Lok, the proprietors, were sentenced to a fine of \$15 and six weeks' hard labour each.

NIPPON YUSEN KAISHA.

We have received the following circular from the above company:—

Tokyo, 1st April, 1901.

Dear Sirs,—To those exporters from China, Hongkong and Japan to Europe, or to other ports in Europe, who from the 1st May to 31st October next, may have found it to their interest to confine their support and shipments during that period, to the Nippon Yusen Kaisha Line, we shall be happy to allow a rebate of five per cent. on the freight paid on Tea and General Cargo.

To those who on the 30th April, 1902, have found it to their interest to confine their support and shipments during the whole twelve months to the said Line, we will allow a further five per cent. on freight contributed up to 31st October, 1901, and five per cent. on those from that date to 30th April, 1902.

To those who, on the 31st October, 1902, may have found it to their interest to confine their support and shipments during the previous eighteen months to the said Line, we will allow an additional five per cent. on freight contributed during the six months ending 30th April, 1902.

Until further notice, shipments made by the "P. & O. S. N. Co.," "Ocean S. S. Co.," "M. M.," "N. D. Lloyd's," "Austrian Lloyd's," "Rubattino," "Glen," "Shire," "Ben," "Mutual," "Shell," and "Hamburg-American," Lines, and shipments by direct steamers to Black Sea ports, will not invalidate claims for the above.

No "returns" will be payable on freight contributed by Rice and Oils from Japan, Silk and Treasure, and the produce of the Eastern Exporters transhipped at Hongkong.

Exporters applying for the "returns," which will be payable in London on and after the 1st January and 1st July, 1902, and 1st January, 1903, respectively, must fill up and sign forms which can be obtained from the agents.

Yours truly,

Nippon Yusen Kaisha,

R. KONDO,

Managing Director.

NOTES FROM NATIVE PAPERS.

SHANGHAI, April 10th.

"ROUSING A SENSE OF SHAME IN MEN"

is the title of the *Shen Pau's* leader. Every body says China is weak and poor but the general answer to the question how to change this is unsatisfactory. It is said that China should drill her troops and introduce machinery so that there might be internal peace and freedom from foreign oppression, build railways and open mines. Or more important still, she should establish schools everywhere for the nurture of able men. The writer thinks that this does not touch the root of the trouble.

These things, though not as universally tried as they should be, have yet been tried, and yet China is troubled within and without, proving that drilling and machinery are not to be relied on to cure a nation's ills. Nor have the hundred and odd schools established by the officials produced men of ability. So that even education fails to save China. Why? "Because men have not a proper sense of shame," say the officials.

Though there are a few virtuous ones, yet the majority are corrupt and utterly selfish and without shame. How can their subjects be anything different? Again look at our soldiers, drilled and fed for years, yet when there is war they do not stop to receive the onset of the foe, but turn tail and run, so that it is said that all their wounds are in their backs! Are they not utterly devoid of a sense of shame at their disgraceful defeats. Nor are the scholars, the real leaders of the people, a whit better. Their decay is as sure and rapid as the stream of a great river, always going downwards. They are lazy in their studies, intent on reputation and gain, not on real knowledge. They are surely without a sense of shame. Confucius said: "If the people are led by laws and uniformly be sought to be given them by punishment, but have no sense of shame, if they be led by virtue and uniformity be sought to be given them by the rule of propriety, they will have the sense of shame and of meanness will become good." Mencius said: "All men naturally possess a sense of shame." Unfortunately there is wanting the stimulus to shame, and people to exhort the people, so that they may have this sense of shame. Our only hope is that there are those in office who will perform this duty. The foregoing article is a noteworthy confession on the part of a conservative Chinese. The sense of shame, which he acknowledges as lacking in the Chinese high and low, is simply due to the deadness of conscience. But how it is to be aroused the writer does not tell, except by the forcible appeal to that very class, which he says earlier in his article does not itself possess the missing feeling!

A MAN WHO KNOWS THIS FEELING

of shame, strangely enough, writes in the same day's *Su Pau* under the above heading from Peking as follows: "Ever since the Boxer trouble began, the powers look upon us with more contempt than ever as wild barbarians. In Peking and Tientsin the allies treat Chinese like dogs, horses, earth-worms and ants, worse than African negroes or Hindoos. But I lately heard that Sir Robert Hart has said to a certain Minister that the Chinese are very intelligent and more patient than the people of any other continent. In years time they will overrun the earth," said Sir Robert. This language has also been used by Bismarck and Lord Chas. Beresford. But to the present times the Chinese are stupid and weak, so that these words are merely flattery or ridicule. Would that China's four hundred millions might hear these words and be not entirely without the feeling of shame."

Liu K'un-yi, the Editor of another column cashiers a man for this shamelessness.

THE "UNIVERSAL GAZETTE" IS ANGRY

with foreign nations and claims their attitude on the Russian question is not friendly to China. It fears that though the signing of the treaty has been postponed it will be signed sooner or later, the evil day cannot be postponed very long. Jiang Lu's leg is not going to do as an excuse for forever postponing the signing. The writer uses a capital illustration. The bird called the oystercatcher sees an oyster on the shore, puts its bill into it and the oyster closes, so he is in a quandary. The fisherman comes along and seeing both of them in a difficulty at once swoops down and takes both into his basket. So while the nations disagree, Russia will be the gainer.

THE PROGRAMME OF REFORM

is foreshadowed in the *Universal Gazette*. The Southern Viceroys, it hears, have agreed in general that foreign plans must be selected in order to supplement Chinese plans. The details are given under nine headings, 1.—Princes and lofty officials must travel. 2.—There must be travelling schools in every foreign country. 3.—The examinations for M. A. must be changed. 4.—More schools must be established. 5.—Foreign military drill used. 6.—Special officials must have long terms of office. 7.—Police on foot and on horse.

tension of post offices. 9.—Use of silver dollars. Besides these there are many things relating to patents, revenue on printed books, etc.

THEY ARE STILL AFTER THEM.

The *Sin Wen Pau* received a telegram from Peking stating that ten Powers, including America, but not including Russia have handed in a supplementary list of offenders. Pao Hsu, a Chihli district magistrate; Pao Taitai, Tai tai; Chou Chih-te, Captain, concerned in the Chuchow massacre are to be decapitated. Liu Shutang, ex-Governor of Chekiang; the Provincial Judge, Hunan; ex-Governor Yu Liensan to be imprisoned and executed. Governor of Kiangsi Sung Shon, Lungwen Taotai, are to be banished forever. Lieutenant Governor of Moukden, to be cashiered. A total of twenty-five persons. The Plenipotentiaries add that until these men are punished the troops will not be withdrawn, nor will the indemnities be discussed. Besides these twenty-five, there is an additional list of one hundred and forty-one men not yet handed in. It is presumed that these are minor offenders.

—Mercury.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1899.

Barometer..... 30.059

Thermometer..... 62.0

Humidity..... 85.0

Rainfall..... 4.08

TO-MAY.

WEATHER REPORT.

On date at On date at

Barometer..... 29.96 29.86

Temperature..... 75 78

Humidity..... 87 76

Rainfall..... 0.01

TO-MAY.

Monday, 15th April, 1901.

Chinese—27th of 2nd moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 40min.

Sets..... 6hr. 18min.

High water—Morning..... 6hr. 30min.

Afternoon..... 5hr. 55min.

Low water—Morning..... 6hr. 30min.

Afternoon..... 5hr. 55min.

ANNIVERSARIES.

1552—St. Francis Xavier left Goa for China.

1888—Tanchow Co.'s smelting works at Tai-yu-shan first opened.

1895—Peace arranged between Japan and China.

1898—The lease of Kwang Chau-wan to France confirmed.

TO-MORROW.

Tuesday, 16th April, 1901.

Chinese—28th of 2nd moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 40min.

Sets..... 6hr. 19min.

Moon—In Equator 3hr. a.m.

High water—Morning..... 7hr. 0min.

Afternoon..... 7hr. 3min.

Low water—Morning..... 6hr. 55min.

Afternoon..... 6hr. 0min.

ANNIVERSARIES.

1746—Battle of Culloden.

1843—The Viceroys Ki-Kung wrote to Sir H. Pottinger admitting that the two countries were now united in friendship.

1872—Sir Arthur Kennedy arrived in Hongkong.

1875—Cape Diagonal light first exhibited.

1884—S.S. *Hochung* sunk by H.M.S. *Lapwing* near Ockla.

1887—The town of San Fernandez, Luzon, almost totally destroyed by fire.

1897—Departure for home of Dr. Eitel.

1898—U.S. Senate recognize the Republic of Cuba.

1899—Disturbance in the Hinterland. British flag hoisted by General Gascoigne.

AGENDA.

TO-DAY.

8 p.m.—Second Performance of the R. E. Variety Club at the Wellington Barracks.

TO-MORROW.

9 p.m.—Opening Performance of the Brough Comedy Co., at the Theatre Royal.

Cargo ex *Indra Maru* subject to rent.

WEDNESDAY, 17th.

Noon—N. D. L. Co.'s steamer *König Albert* leaves for Southampton.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of India*) to-morrow.

German (*Prinz Heinrich*) to-morrow.

German (*König Albert*) to-morrow.

English (*Sobran*) 20th instant.

Indian (*Lightning*) 20th instant.

American (*City of Peking*) 21st instant.

French (*Indus*) 22nd instant.

American (*Catlin*) 26th instant.

American (*Hongkong Maru*) 7th prox.

The P. & O. S. N. Co.'s steamer *Ceylon*, left Singapore for this port on the 13th inst., at 5 p.m.

The P. & O. S. N. Co.'s steamer *Scotia*, left Singapore for this port yesterday, the 14th inst., at 6 a.m.

The D. S. S. Co.'s steamer *Lightning* from Calcutta left Singapore for this port on the afternoon of the 13th inst.

The O. S. S. Co.'s steamer *Calchas* left Singapore at noon yesterday, the 14th inst., and is due in Hongkong on Friday, the 19th inst.

The Shire Line steamer *Denbighshire* from Middlesbrough and London left Manila on the 13th inst., and is due here to-morrow morning.

The M. M. Co.'s steamer *Indus*, with the next outward French Mail, left Singapore this morning at 5 a.m., the 15th inst.,

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at Noon.
IZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 23rd April, at Noon.
SHINANO MARU.....	KOBE and YOKOHAMA.	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA.....	NEW YORK.	About 4th May.
Ostermann.....	(Via SUEZ CANAL).	May.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
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HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.
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NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
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THE Twin Screw Steamship	
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"AMERICA MARU,"	
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will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th April, at Noon.
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China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 25th May, at Noon.
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S.S. "AMERICA" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 18th June, at Noon.
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THE U.S. Mail Steamship	
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"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

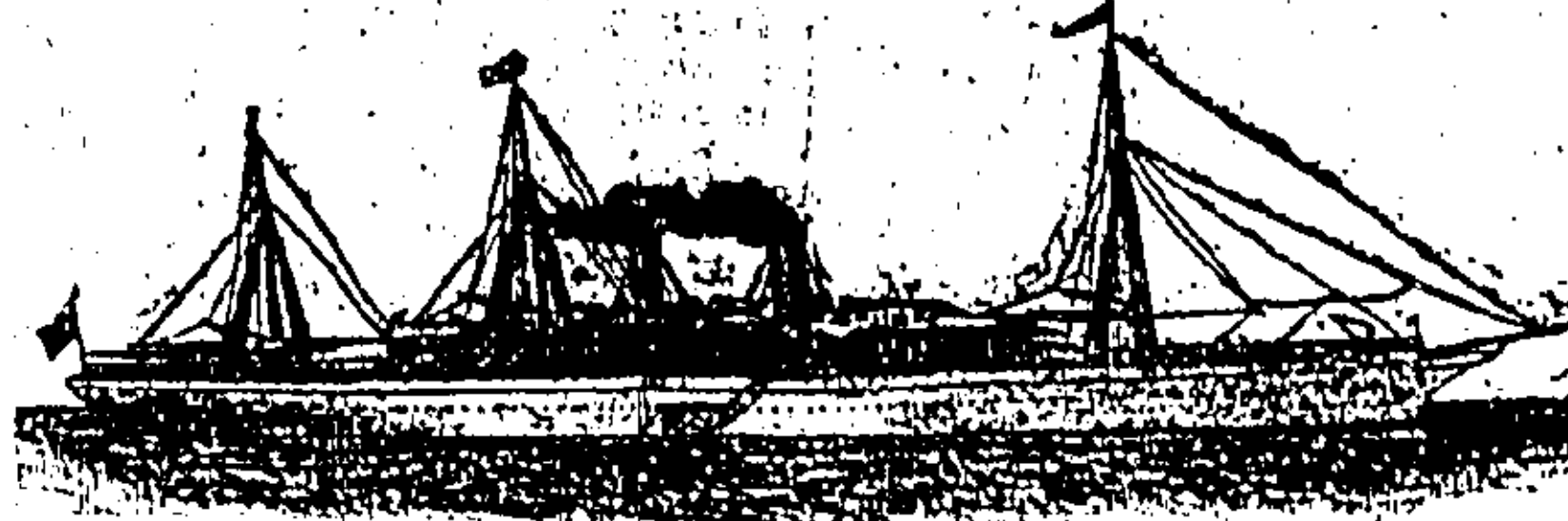
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901



1901

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points: AND AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 3rd April, 1901.

D. E. BROWN, General Agent, Pedder's Street.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
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Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 7th May, at Noon.
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Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 1st June, at Noon.
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Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 27th June, at Noon.
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THE Company's Steamship	
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"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo, destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.	
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Strathgyle	about April 20
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THE Steamship	
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"STRAITHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
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Olympia	2,837	J. Truebridge	April 26
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Duke of Fife	3,821	J. S. Cox	May 7
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Tacoma	2,811	A. Dixon	May 17
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Victoria	3,502	J. Pantan	May 28
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THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA to NEW YORK in 48 days. MAGNIFICENT SCENERY of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYE and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 15th April, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"SOBRON,"

Captain L. M. Wilmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marcellus and London, will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 13th April, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour—

ADOLPH OBRIG, American ship, Amesbury. Standard Oil Co.
SEA WITCH, American ship, Hovea. Marine.
HATTIE C. SMITH, American schooner, Riley.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR.	STEAMERS.	TO SAIL.
FOOCHOW	"HUNAN"	19th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	13rd instant.
MANILA	"TSINAN"	23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th April, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM.	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"CALOHEAS"	19th April.
"	"DARDANUS"	2nd May.

HOMEWARDS.

FOR.	STEAMERS.	TO SAIL.
LONDON	"IDOMENEUS"	16th April.
" VIA MANILA	"AGAMEMNON"	19th April.
"	"AJAX"	30th April.
"	"ANTENOR"	14th May.
LIVERPOOL (DIRECT)	"TANTALUS"	15th April.
(Taking Cargo at LONDON RATES)	"PYRHEUS"	15th May.

S.S. "ULYSSES" arrived this Morning from GLASGOW, and will sail for SHANGHAI and JAPAN, THIS EVENING, the 15th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. & S. Co.

Hongkong, 15th April, 1901.

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THE OSAKA SHOSHEN KAISHA.

FOR TAKAO.

THE Company's Steamship

"TAITO MARU,"

Captain S. Hirai, will be despatched as above on or about MONDAY, the 15th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th April, 1901.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will be despatched as above TO-MORROW, the 16th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay via an accelerated liner.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 6th April, 1901.

[4000]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH,"

of the NORDDEUTSCHER LLOYD.

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[12]

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